

13 August 1968

Logistic Developments in the Panhandle of North Vietnam, 5-11 August 1968Activities South of the 19th ParallelArmed Reconnaissance SortiesThis Week (5-11 August) *

420 sorties per day

63 percent in Route Package I

30 percent in Route Package II

7 percent in Route Package III
(below 19° North)Last Week (28 July - 4 August)

458 sorties per day

59 percent in Route Package I

25 percent in Route Package II

16 percent in Route Package III
(below 19° North)For the Period 1 January - 11 August 1968

259 sorties per day

60 percent in Route Package I

24 percent in Route Package II

16 percent in Route Package III **

Weather ***

Poor weather blanketed all of North Vietnam this past week. In addition, tropical storm conditions arising over the southern portions of the

* The rate of attack for the period 5-11 August may be as much as five percent below the actual rate because some reports from operating units in Southeast Asia are not available at the time of publication.

** Beginning 1 April nearly all sorties have been flown south of the 19th Parallel.

*** Good weather - 10,000 feet or more ceiling, and five miles or more visibility.

Fair weather - 5-10 thousand feet ceiling, and five miles or more visibility.

Poor weather - Less than 5,000 feet ceiling, and/or five miles or less visibility.

USAF and DIA review(s) completed.

country at the end of the week brought seasonally high rain fall and poor visibility conditions to the area and should persist well into next week.

Highways

	Preliminary Sighted	Pilot Reports on Trucks*	Destroyed	Damaged
This Week (5-11 Aug)	586		127	104
Last Week (29 Jul - 4 Aug)	907		120	111
Weekly Average (since 1 Apr 68)	720		121	84
Weekly Average (since 1 Jan 68)	539		85	68

Remarks:

Trucks sightings within the Panhandle of North Vietnam were 35 percent below last week's total, and nearly 20 percent below the weekly average noted since 1 April. The decrease was due in part to poor weather throughout the week and to the inability to quantify many pilot reports of truck traffic. The bulk of the traffic sighted continued to be spotted along Routes 71, 72, 83, 15, 101, and 137, the principle inland north-south routes for traffic flowing toward the DMZ and southern Laos. A limited number of truck concentrations were detected. A convoy of about 30 trucks located on Route 71 just south of the sanctuary of the 19th Parallel was repeatedly attacked on the night of 8 August, destroying or damaging all vehicles in the convoy. Later in the week pilots sighted several convoys of 10-20 trucks in Route Package 1 moving south over Routes 101 and 137.

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* These are preliminary data, included to indicate trends in activity. Final data on trucks sighted, destroyed and damaged may be considerably greater, for the above compilations are based on incompletely reporting.

segment of Route 15 near the junction of Route 101 confirmed the presence of considerable traffic in this area when it revealed nearly fifty trucks heading north and another seven trucks heading south.

Roadwatch Teams

		Total Trucks Counted for Period		
		<u>Latest Period</u>	<u>Previous Period</u>	<u>Weekly Average</u>
25X1	Route 15 [redacted] north of Mu Gia Pass)	(3-9 Aug) 47S; 123N	(28 Jul-2 Aug) None S; 85N	182S; 161N *
	Route 912	(4-10 Aug) 20S; 35N	(28 Jul-2 Aug) 69 S; 41N	N.A.

Remarks:

The team on Route 912 [redacted]

[redacted] The traffic it reports, therefore

may not represent all the traffic passing over the road by its position.

Railroads

	Preliminary Pilot Reports on Railroad Cars		
	<u>Sighted</u>	<u>Destroyed</u>	<u>Damaged</u>
This Week (5-11 Aug)	11	0	0
Last Week (29 Jul - 4 Aug)	48	0	4
Weekly Average (since 1 Apr 68)	14	1	2
Weekly Average (since 1 Jan 68)	29	3	6

Remarks:

Attacks against the railroad system south of the 19th Parallel were directed against the railroad bridges at Dien Chau and Tam Da on the

* Includes information from reports of other teams positioned near the border from January - June 1968.

Hanoi - Vinh line and against several rail bridges on the tramway south of Vinh. Repair activity has been noted at Dien Chau and Tam Da and the recent attacks probably caused additional damaged and hindered repair efforts. The eleven rail cars sighted were observed by Forward-Air-Controllers but were not attacked due to the presence of more lucrative targets. All were sighted on the tramway near Bai Duc Thon, a key supply area at the junction of Routes 15 and 151, about 25 miles north of the Mu Gia Pass, but none were in operation.

Waterways

	<u>Preliminary Pilot Reports of Watercraft</u>		
	<u>Sighted</u>	<u>Destroyed</u>	<u>Damaged</u>
This Week (5-11 Aug)	565	65	87
Last Week (29 Jul - 4 Aug)	650	122	85
Weekly Average (since 1 Apr 68)	403	61	74
Weekly Average (since 1 Jan 68)	311	47	62

Remarks:

Pilot sightings of waterborne logistics craft continued to be well above the weekly average observed since 1 April, but were considerably lower than record high of 1,283 sightings during the week of 22-28 July. Most of the sightings were along the Nguon Nay at Quang Khe, along the Kien Giang at Dong Hoi, and near Vinh. Motorized launches pulling strings of POL drums were observed near Quang Khe and Tien Luong, a major supply point seven miles upstream from Quang Khe.

Logistic Activity Between the 19th and 20th Parallels

The Thanh Hoa railroad yard just south of the 20th Parallel has become

increasingly active in recent weeks. A steady increase in the number of railroad cars at Thanh Hoa has been noted in comparative photography since mid-July. On [redacted] 193 pieces of rolling stock were observed in the yard; on [redacted] pieces were observed; and on [redacted] 295 pieces.

The low level of supplies and materials located in open storage throughout the yard indicates that cargo is moving freely through the yard and is not being stockpiled. In addition, a new rail spur has been constructed north of the Thanh Hoa railroad yard, connecting the yard and the Song Ma river. This spur can serve as a new rail/water transshipment point, and when construction currently underway on the north bank of the river is completed, it can be used as a bypass to the Thanh Hoa Railroad Bridge. Construction of this transshipment point/bypass was first observed in January, 1968, but work stopped shortly thereafter. Construction resumed after the bombing standdown, and completion of the spur on the south bank

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